

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 12/06/2002

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|------------------------------|--|------------------------------------|--|---------------------|--|-------------------------|--|------------------------------|--|------------|--|---|--|
| DEN02LA054 | | 06/14/2002 | | Glenwood Sprngs, CO | | Aircraft Reg No. N333AJ | | Time (Local): 13:25 MDT | | | | | |
| Make/Model: | | Cessna / TR182 | | | | Fatal | | Serious | | Minor/None | | | |
| Engine Make/Model: | | Lycoming / O-540-L3C5D | | | | Crew | | 0 | | 0 | | 1 | |
| Aircraft Damage: | | Substantial | | | | Pass | | 0 | | 0 | | 2 | |
| Number of Engines: | | 1 | | | | | | | | | | | |
| Operating Certificate(s): | | None | | | | | | | | | | | |
| Type of Flight Operation: | | Personal | | | | | | | | | | | |
| Reg. Flight Conducted Under: | | Part 91: General Aviation | | | | | | | | | | | |
| Last Depart. Point: | | Longmont, CO | | | | Condition of Light: | | Day | | | | | |
| Destination: | | Same as Accident/Incident Location | | | | Weather Info Src: | | Weather Observation Facility | | | | | |
| Airport Proximity: | | On Airport | | | | Basic Weather: | | Visual Conditions | | | | | |
| Airport Name: | | Glenwood Springs Municipal | | | | Lowest Ceiling: | | None | | | | | |
| Runway Identification: | | 32 | | | | Visibility: | | 10.00 SM | | | | | |
| Runway Length/Width (Ft): | | 3305 / 50 | | | | Wind Dir/Speed: | | 269 / 010 Kts | | | | | |
| Runway Surface: | | Asphalt | | | | Temperature (°C): | | 28 | | | | | |
| Runway Surface Condition: | | Dry | | | | Precip/Obscuration: | | None / None | | | | | |
| Pilot-in-Command | | Age: 60 | | | | Flight Time (Hours) | | | | | | | |
| Certificate(s)/Rating(s) | | | | | | Total All Aircraft: | | 582 | | | | | |
| Private; Single-engine Land | | | | | | Last 90 Days: | | 89 | | | | | |
| Instrument Ratings | | | | | | Total Make/Model: | | 174 | | | | | |
| None | | | | | | Total Instrument Time: | | 42 | | | | | |

The pilot said he was concerned about the airport's elevation and runway length, so he maintained a low approach speed. As the airplane came over the runway, airspeed started to decay. The pilot said he didn't react quickly enough, and the airplane mushed onto the runway, bounced hard twice, and drifted off the left side of the runway. He decided to abort the landing, so he raised the flaps, enriched the mixture, and added full throttle. The airplane lifted off but its left wing struck a tree, spinning the airplane around 90 degrees. It slid 200 feet, struck some construction equipment, spun around again, and came to a halt.

Brief of Accident (Continued)

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|----------------|------------|---------------------|-------------------------|-------------------------|
| DEN02LA054 | | | | |
| File No. 12513 | 06/14/2002 | Glenwood Sprngs, CO | Aircraft Reg No. N333AJ | Time (Local): 13:25 MDT |

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRSPEED - LOW - PILOT IN COMMAND
2. STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot's failure to maintain clearance from a tree while conducting an aborted landing. Contributing factors were the pilots low approach airspeed, and his failure to maintain directional control during landing roll.